

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & FOOCHEW.
The Co.'s Steamship, *Haiphong*, Captain HANCOCK, will be despatched for the above Ports TO-MORROW, the 1st May, at 10 a.m.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, April 30, 1888. 693

STEAM TO SHANGHAI.
The P. & O. S. N. Co.'s Steamship, *Ancona*, will leave for the above place TO-MORROW, 1st May, at 3 p.m.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, April 30, 1888. 701

GLR LINE OF STEAM PACKETS.
FOR YOKOHAMA AND KOBE.
The Steamship, *Glenloch*, Captain DONALDSON, will be despatched as above on WEDNESDAY, the 2nd of May, at Daylight.
This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewards.
For Freight or Passage, apply to
JARDINE, MATHIESON & Co.,
Agents.
Hongkong, April 30, 1888. 694

FOR SHANGHAI.
The Steamship, *Amoy*, Capt. R. KOHLER, will be despatched for the above Port on WEDNESDAY, the 2nd May, at 4 p.m.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, April 30, 1888. 691

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, SINGAPORE AND BANGKOK.
The Company's Steamer, *Clanbrannigan*, Captain J. NEWTON, will be despatched for the above Ports on WEDNESDAY, the 2nd May, at 4 p.m.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, April 30, 1888. 697

FOR KOBE (DIRECT).
The Steamship, *Clanbrannigan*, Captain MORTIMER, will be despatched for the above Port on THURSDAY, the 3rd May, at Daylight.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.
Hongkong, April 30, 1888. 696

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, SYDNEY AND MELBOURNE.
The Co.'s Steamship, *Changsha*, Captain WILLIAMS, will be despatched as above on THURSDAY, the 3rd May, at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloons and Cabin are situated forward of the Engine. Second Class Passengers are berthed in the Poup. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A fully qualified Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 30, 1888. 695

STEAM TO BOMBAY VIA STRAITS.
The P. & O. S. N. Co.'s Steamship, *Lombardy*, will leave for the above place on FRIDAY, 4th May, at 3 p.m.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, April 30, 1888. 702

FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL AND BREMEN.)
The Steamship, *Hyphonia*, Captain L. VOLMER, will be despatched for the above Ports on TUESDAY, the 8th May, at 2 p.m.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, April 30, 1888. 692

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT AND ADRIATIC PORTS.)
The Co.'s Steamship, *Beretta*, Captain E. PERINI, will be despatched as above on THURSDAY, the 10th of May, at Noon.
For further Particulars regarding Freight and Passage, apply to the AGENT of the Company, FRANK CENTRAL.
O. BACHRAH,
Agent.
Hongkong, April 30, 1888. 698

To-day's Advertisements.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 5th day of May, 1888, at Noon, at his Sales Rooms, Queen's Road, (For Account of the Concerned.)
THE AMERICAN STEAMER *SAN PABLO*, as she lies wrecked near Turnabout Island.
Also,
Whatever CARGO there may be on Board the Vessel.
The Vessel and Cargo will be sold separately.
Terms—Cash on the fall of the hammer. The Vessel and Cargo to be at the risk of the Purchasers on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, April 30, 1888. 698

NOTICE.
THE WONG-NEY-CHONG DAIRY FARM, having received by the Steamer *Wong-ney-chong*, a supply of MILK COWS from New Zealand, is now prepared to supply the General Public with PURE COW'S MILK (Guaranteed), at 9 CENTS per Ordinary Pint (quarts), deliverable on order, ANYWHERE within the Colony, between 6 A.M. and 10 P.M.
Orders sent direct to WONG-NEY-CHONG DAIRY FARM, or to the care of Mr. V. DANENBERG, at H. M. Naval Yard, will be promptly attended to.
Hongkong, April 28, 1888. 688

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM LIVERPOOL & SINGAPORE.
THE Company's S.S. *Opack*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned, before Noon on the 6th May, or they will not be recognized.
No Firm Insurance has been collected, and any Goods remaining in the Godowns after the 6th May will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-day.
Bills of Lading will be countersigned by ARNOLD, KARBURG & Co., Agents.
Hongkong, April 30, 1888. 693

CANADIAN PACIFIC LINE.
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.
VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship, *ZAMBESI*, 2,431 Tons Register, TIDY, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on TUESDAY, the 8th May, at 3 p.m.
To be followed by the S.S. *BATAVIA*, on 15th May, S.S. *PORT AUDELAIDE* on 1st June, and S.S. *PARTHA* on 21st June.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
First-class Fare granted as follows:—
To Vancouver & Victoria, Mex. \$100.00
To San Francisco, " 175.00
To all common points in Can. 200.00
To all the United States 300.00
To Liverpool 305.00
To London 305.00
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.
Consular Invoices to accompany Cargo despatched to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 p.m. on the 7th May.
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.
For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, April 30, 1888. 700

Not Responsible for Debts.
Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—
ALLIE ROWE, Hawaiian brig, Captain J. Phillips. —Wieler & Co.
CENTENAL, American ship, Captain I. M. Beate. —Russell & Co.

SHIPPING.
ARRIVALS.
April 28, 1888:—
Alvina, German steamer, 400 T. Samuelson, Hoihow April 26, General.—WILKIN & Co.
Haydn Brown, American ship, 822 O. H. Havener, Newcastle, (N.S.W.), March 3, General.—BUTTERFIELD & SWIRE.
April 29:—
Chinghi, British steamer, 1,450 J. D. C. Arthur, Sydney April 10, Townsville 10, Cooktown 10, and Thursday Island 13, Coal and General.—BUTTERFIELD & SWIRE.
Forwards, German str. 612 J. Bruhn, Saigon April 25, Rice.—WILKIN & Co.
Seochon, British steamer, 327 T. Rowin, Pakhoi April 26, Hoihow 23, General.—Kwong Tai Loong.
Spainia, Spanish steamer, 534, Juan de

Zavala, Manila April 26, General.—BANG MOO.
T. triumph, German steamer, 674 P. Moss, Tournon April 26, Hoihow 23, General.—WILKIN & Co.
Bentam, Dutch str., 1,434 S. C. Scholten, Amoy April 28, General.—JARDINE MATHIESON & Co.
Despatch, British steamer, 1,057 P. H. Loff, Bangkok April 23, General.—YUEN FAT HONG.
Opack, British steamer, 1,799 J. C. Jacques, Liverpool March 10, and Singapore April 23, General.—ARNOLD, KARBURG & Co.
Prig, Danish steamer, 416 C. A. Lund, Hoihow April 26, General.—ARNOLD, KARBURG & Co.
In order, British steamer, 676 Mulder, Cape St. James April 26 Telegraph Cable.—E. E. A. & C. TELEGRAPH CO.
April 30:—
Aucania, British steamer, 1,888 W. J. Webb, London March 22 and Singapore April 25, Mails and General.—P. & O. S. N. Co.
Heber, German steamer, 388 B. Diefel, Amoy Newchwang April 26, Bears.—SIEMSEN & Co.
Marcia, British steamer, 1,060 Geo. Pomick, Nagasaki April 25, Coal.—TAKASHIMA OIL MILLS.
Marie, German str., 704 J. Hohlmann, Saigon April 26, Rice and Paddy.—A. R. MARKY.

DEPARTURES.
April 29:—
Kumamoto Maru, for Kuchinotom.
Achilles, for Amoy and Shanghai.
Euphrates, for Singapore.
Amoy, for Hoihow and Pakhoi.
Pera, for Chifoo and Newchwang.
China, for Saigon.
Amoy, for Swatow.
Tanjore, for Singapore and Bonlay.
April 30:—
Geelong, for Saigon.
Batavia, for Saigon.
Prometheus, for Shanghai.
Normanville, for Sandakan.
Soch, for Hongkong.
Soch, for Hoihow and Pakhoi.

CLEARED.
Prometheus, for Shanghai.
Normanville, for Sandakan.
Soch, for Hongkong.
Soch, for Hoihow and Pakhoi.
PASSENGERS.
ARRIVED.
Per *Chinghi*, from Sydney, &c., Mr. and Mrs. F. H. England, and child, Mr. and Mrs. F. Dave Thomas, Mr. and Mrs. B. Heath, Mr. and Mrs. G. Martin, Miss L. Warren and J. Cohen, Messrs W. Walker, A. G. Barnes, E. C. Barnes, A. Harvey, A. White and W. Tolford.
Per *Seochow*, from Pakhoi, &c., Mr. Swanton (Commissioner of Customs), and 39 Chinese.
Per *Bayana*, from Manila, 81 Chinese.
Per *Triumph*, from Tournon, 20 Chinese.
Per *Bentam*, from Amoy, 2 Europeans, 887 Chinese, 10 women, and 23 children.
Per *Despatch*, from Bangkok, 103 Chinese.
Per *Opack*, from Singapore, 93 Chinese.
Per *Ancon*, for Hongkong, from London, Mr. Reese, Sgt. Dog worth, Mr. and Mrs. Walkinshaw Messrs. Trupp, Duff, Chandler, MacAndrew, Mrs. Duckworth, and Mr. Allan; from Marseilles, Mr. and Mrs. Giffon, F. B. Smith, Labriez, Westall, Mr. and Mrs. Hawkins; from

POST OFFICE NOTICES.
MAILS will close:—
For YOKOHAMA & SAN FRANCISCO.
Per *San Pablo*, at 2.30 p.m., on Tuesday, the 1st May.
For SWATOW, AMOY AND FOOCHEW.
Per *Haiphong*, at 11.30 a.m., on Tuesday, the 1st May.
For AMOY & MANILA.
Per *Diamond*, at 3.30 p.m., on Tuesday, the 1st May.
For HAIPHONG.
Per *Frer*, at 5 p.m., on Tuesday, the 1st May.

POST OFFICE NOTICES.
MAILS will close:—
For YOKOHAMA & KOBE.
Per *Glenloch*, at 5 p.m., on Tuesday, the 1st May, instead of, as previously notified.
For SINGAPORE.
Per *Dubuy*, at 11.30 a.m., on Wednesday, the 2nd May.
For SHANGHAI.
Per *Amoy*, at 3.30 p.m., on Wednesday, the 2nd May.
For SWATOW, SINGAPORE & BANGKOK.
Per *Tanjore*, at 3.30 p.m., on Wednesday, the 2nd May.
For PORT DARWIN, SYDNEY & MELBOURNE.
Per *Haiphong*, at 5 p.m., on Wednesday, the 2nd May.
For STRAITS & GAOULTA.
Per *Taise*, at 2.30 p.m., on Thursday, the 3rd May.
For NAGASAKI, KOBE, YOKOHAMA, Per *Hyphonia*, at 5 p.m., on Monday, the 7th May.
For SINGAPORE.
Per *Iphigene*, at 1.30 p.m., on Tuesday, the 8th May.

Vessels Advertised as Loading.

Destination.	Ship.	Captain.	Agents.	Date of Leaving.
Bombay, via Straits.	Lombardy (s).	R. Sander.	P. & O. S. N. Co.	May 4, at 3 p.m.
Amoy, and Ports of all.	Bayana (s).	L. Voltmer.	Norddeutscher Lloyd.	May 9, at 4 p.m.
Havre, &c., via Suez Canal.	Iphigene (s).	Mottram.	Siemssen & Co.	May 8, at 2 p.m.
Kobe, &c., via Suez Canal.	Tobacco (s).	F. H. Seymour.	P. & O. S. N. Co.	May 3, at daylight.
London, and Ports of all.	Achilles (s).	Anderson.	Butterfield & Swire.	May 5, at noon.
London, via Suez Canal.	Diamond (s).	Leighton.	Russell & Co.	May 10.
Manila, via Amoy.	Melbourne (s).	Cassidy.	Messageries Maritimes.	May 1, at 4 p.m.
Marseilles, and Ports of all.	Hyphonia (s).	Williams.	P. & O. S. N. Co.	May 10, at noon.
Nagasaki, Kobe and Yokohama.	Strathleven (s).	C. W. Pearson.	Adamson, Bell & Co.	May 8, at daylight.
New York, via Suez Canal.	Changsha (s).	Williams.	Butterfield & Swire.	About May 6.
Port Darwin, &c.	City of Sydney (s).	Williams.	Pacific Mail S. S. Co.	May 2, at 3 p.m.
San Francisco, via Yokohama.	Oceanic (s).	Burnham.	P. & O. S. N. Co.	May 10, at 3 p.m.
San Francisco, via Yokohama.	Ancon (s).	Russell & Co.	P. & O. S. N. Co.	Quick despatch.
Shanghai.	Amoy (s).	P. & O. S. N. Co.	Siemssen & Co.	May 1 at 3 p.m.
Shanghai, via Amoy.	Georgie (s).	Gau.	Jardine, Matheson & Co.	May 2, at 4 p.m.
Shanghai, via Amoy.	Amoy (s).	Jackson.	Adamson, Bell & Co.	About May 3.
Shanghai, via Amoy.	Amoy (s).	Wale.	Butterfield & Swire.	May 3.
Shanghai, via Amoy.	Amoy (s).	Jackson.	Jardine, Matheson & Co.	About May 4.
Shanghai, via Amoy.	Amoy (s).	Harris.	Douglas Larraik & Co.	May 1, at 10 a.m.
Shanghai, via Amoy.	Amoy (s).	J. Newton.	Yuen Fat Hong.	May 2, at 4 p.m.
Shanghai, via Amoy.	Amoy (s).	E. Perini.	O. Bachrach.	May 8, at noon.
Shanghai, via Amoy.	Amoy (s).	Tiddy.	Adamson, Bell & Co.	May 10, at noon.
Shanghai, via Amoy.	Amoy (s).	Donaldson.	Jardine, Matheson & Co.	May 2, at daylight.

Stocks.	No. of Shares.	Price.	Dividend.	Balance.	Profit.	Loss.	Dividend.	Cash.
Hongkong and Shanghai Bank Corp.	50,000	100	100	3,000,000	20,003.51	at 30/ for 1 year working s/o	31/8	6155 % prem.
North-China Insurance Co., Ltd.	5,000	100	100	100,000	406,132.00	Tls. 23.65 for 1886	Tls. 290	buyers
Yangtze Insurance Company, Ltd.	8,000	100	100	50,000	3,069,767	for 1886	Tls. 108	sellers
Union Insurance Society Co., Ltd.	10,000	100	100	675,000	34,012,962.26	1886	866	
China Traders' Insurance Co., Ltd.	24,000	100	100	600,000	245,240,042.20	1886	68	sellers
Can on Insurance Office Co., Ltd.	10,000	100	100	230,000	429,376,961.10	for 1887	874	
Chinese Insurance Co., Limited.	1,500	100	100	28,711.50	125,771,293.30	for 1886	8189	nom.
Hongkong Fire Insurance Co., Ltd.	8,000	100	100	1,621,486	252,213,309.90	for 1886	68322	sales
Shanghai Fire Insurance Co., Ltd.	20,000	100	100	650,000	31,911.97	for 1886	874	sellers
Singapore Insurance Company, Ltd.	40,000	100	100	70,400	79,432,525	for 1886	919	ex div.
The Straits Fire Insurance Co., Ltd.	20,000	100	100	200,000	75,832.62		826	
STEAMBOAT COMPANY.	40,000	100	100	40,000	7	half year	Dec. 31/87	\$201
H.K. & China Gas Co., Limited.	1,000	100	100	127,320	1151.13	8 %		\$50
Hongkong Hotel Company, Ltd.	1,000	100	100	1,000	4,387.59	5 % for 1886/7	12 1/2 % dis.	sales
China Sugar Company, Limited.	15,000	100	100	1,001.33	101 % for 1873/4	32 % prem.		
Hongkong Tea Company, Limited.	5,000	100	100	1,327.31	1,327.31	10 % and 2 % bonus for '64	\$130 per share.	buyers, fully paid up
Hongkong Bakery Company, Ltd.	6,000	100	100	37,500	429,401.15	for 1887	66	
Luen Sugar Company, Limited.	7,000	100	100	6,000	514.10	1 1/2 % for 1886/7	180	nominal
Perak Sugar Cultivation Co., Ltd.	5,000	100	100	5,000	129,303.18	None	180	sellers
Perak Tin Mining & Smelting Co., Ltd.	5,000	100	100	5,000	None	None	180	sellers
Panjoon & Seng Lee Dyeing Co., Ltd.	40,000	100	100	None	None	None	180	sellers
H.K. & Kow. Wharf & Godown Co.	17,000	100	100	None	None	None	180	sellers
H'kong Rope Manufacturing Co., Ltd.	8,000	100	100	None	None	None	180	sellers
A. S. Watson & Co., Limited.	8,800	100	100	5,000	2,730,004	7 % int. div.	81 % prem.	
H.K. High-Level Tramways Co., Ltd.	1,250	100	100	5,000	None	None	180	sellers
Societe Francaise de Charbonnages du Tonkin.	8,000	100	100	5,000	None	None	180	sellers
LOANS.	8,565	500	100	8	8	yearly 30 Jan.	4 % prem.	
1884	3128	500	100	8	8	Oct. 15	8 % prem.	
1884	1700,000	12.25	7 %	March & Sept.	11 % prem.	buyers		

POST OFFICE NOTICES.
MAILS will close:—
For YOKOHAMA & KOBE.
Per *Glenloch*, at 5 p.m., on Tuesday, the 1st May, instead of, as previously notified.
For SINGAPORE.
Per *Dubuy*, at 11.30 a.m., on Wednesday, the 2nd May.
For SHANGHAI.
Per *Amoy*, at 3.30 p.m., on Wednesday, the 2nd May.
For SWATOW, SINGAPORE & BANGKOK.
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For STRAITS & GAOULTA.
Per *Taise*, at 2.30 p.m., on Thursday, the 3rd May.
For NAGASAKI, KOBE, YOKOHAMA, Per *Hyphonia*, at 5 p.m., on Monday, the 7th May.
For SINGAPORE.
Per *Iphigene*, at 1.30 p.m., on Tuesday, the 8th May.

SHIPPING REPORTS.
The American ship *Haydn Brown* reports: Had generally fair and fine weather, and much calm, with light easterly air.
The British steamer *Chinghi* reports: Left Sydney 10th instant, and arrived at Townsville on the 15th, left again the same day, and arrived at China the following morning, leaving again immediately after, arrived at Cooktown the 16th, left again the same day; arrived at Thursday Island on the 15th instant. From Sydney to Thursday Island, had dark hazy weather with following wind and sea; left Thursday Island on Hongkong at 6 a.m. of the 29th instant. From Thursday Island to Hongkong, had light variable winds and smooth sea, with clear beautiful weather.
The German steamer *Triumph* reports: Had light S.E. wind and fine weather.
The Dutch steamer *Bentam* reports: Had S.W. wind and fine weather.
The British steamer *Opack* reports: Left Singapore at 4 p.m. 23rd instant, and had light variable winds and very fine weather throughout.
The British steamer *Seochow* reports: Had fresh easterly breeze and fine weather as far as far as Paracels, and light air from thence to port.

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MAILS will close:—
For YOKOHAMA & SAN FRANCISCO.
Per *San Pablo*, at 2.30 p.m., on Tuesday, the 1st May.
For SWATOW, AMOY AND FOOCHEW.
Per *Haiphong*, at 11.30 a.m., on Tuesday, the 1st May.
For AMOY & MANILA.
Per *Diamond*, at 3.30 p.m., on Tuesday, the 1st May.
For HAIPHONG.
Per *Frer*, at 5 p.m., on Tuesday, the 1st May.

Vessels Advertised as Loading.

Destination.	Ship.	Captain.	Agents.	Date of Leaving.
Bombay, via Straits.	Lombardy (s).	R. Sander.	P. & O. S. N. Co.	May 4, at 3 p.m.
Amoy, and Ports of all.	Bayana (s).	L. Voltmer.	Norddeutscher Lloyd.	May 9, at 4 p.m.
Havre, &c., via Suez Canal.	Iphigene (s).	Mottram.	Siemssen & Co.	May 8, at 2 p.m.
Kobe, &c., via Suez Canal.	Tobacco (s).	F. H. Seymour.	P. & O. S. N. Co.	May 3, at daylight.
London, and Ports of all.	Achilles (s).	Anderson.	Butterfield & Swire.	May 5, at noon.
London, via Suez Canal.	Diamond (s).	Leighton.	Russell & Co.	May 10.
Manila, via Amoy.	Melbourne (s).	Cassidy.	Messageries Maritimes.	May 1, at 4 p.m.
Marseilles, and Ports of all.	Hyphonia (s).	Williams.	P. & O. S. N. Co.	May 10, at noon.
Nagasaki, Kobe and Yokohama.	Strathleven (s).	C. W. Pearson.	Adamson, Bell & Co.	May 8, at daylight.
New York, via Suez Canal.	Changsha (s).	Williams.	Butterfield & Swire.	About May 6.
Port Darwin, &c.	City of Sydney (s).	Williams.	Pacific Mail S. S. Co.	May 2, at 3 p.m.
San Francisco, via Yokohama.	Oceanic (s).	Burnham.	P. & O. S. N. Co.	May 10, at 3 p.m.
San Francisco, via Yokohama.	Ancon (s).	Russell & Co.	P. & O. S. N. Co.	Quick despatch.
Shanghai.	Amoy (s).	P. & O. S. N. Co.	Siemssen & Co.	May 1 at 3 p.m.
Shanghai, via Amoy.	Georgie (s).	Gau.	Jardine, Matheson & Co.	May 2, at 4 p.m.
Shanghai, via Amoy.	Amoy (s).	Jackson.	Adamson, Bell & Co.	About May 3.
Shanghai, via Amoy.	Amoy (s).	Wale.	Butterfield & Swire.	May 3.
Shanghai, via Amoy.	Amoy (s).	Jackson.	Jardine, Matheson & Co.	About May 4.
Shanghai, via Amoy.	Amoy (s).	Harris.	Douglas Larraik & Co.	May 1, at 10 a.m.
Shanghai, via Amoy.	Amoy (s).	J. Newton.	Yuen Fat Hong.	May 2, at 4 p.m.
Shanghai, via Amoy.	Amoy (s).	E. Perini.	O. Bachrach.	May 8, at noon.
Shanghai, via Amoy.	Amoy (s).	Tiddy.	Adamson, Bell & Co.	May 10, at noon.
Shanghai, via Amoy.	Amoy (s).	Donaldson.	Jardine, Matheson & Co.	May 2, at daylight.

Stocks.	No. of Shares.	Price.	Dividend.	Balance.	Profit.	Loss.	Dividend.	Cash
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AMALGAMATE WILLIAMSON at the Harbour Office to-morrow, the 1st proximo, at 10.30 a.m., to enquire into the circumstances connected with the stranding of the British s.s. *Ashtington* in the Sulphur Channel, on the 21st instant.

Three coolies named Ngai Tuk, Ngai Shing, and Ng Chan were charged before Mr. Woodhouse, in the Police Court to-day, with stealing a bale of hemp of the value of \$50. An Indian Constable said that at 8 o'clock last night he saw the second and third prisoners carrying a bale of hemp from the P. & O. Wharf to Jardine's Wharf, the first prisoner leading them. A watchman at the P. & O. Wharf gave evidence to the same effect. Alexander Cobban, chief officer of the S.S. *Diamond*, which vessel of the P. & O. Company, which is opposite the wharf. The prisoners were found guilty and sentenced to six months' hard labour.

ONE of the American papers tells of a lady who has a novel way of relieving her mind when anything exasperates her. She will not weep, but often feels as if she would like to do so. Accordingly she keeps a book in which, when the inclination seizes her, she writes down all the "darns" and other imprecations she can remember to the extent of several pages. After that she feels better. Her mind is easily relieved, and then she tears the writing out and burns it.

It is announced that the firm of Messrs. Brown, Bullen, and Co., contractors, Rome, has failed for the enormous sum of fifty-five million francs, nearly two millions and a quarter sterling. It was stated recently that much of the distress existing at Rome, and which was made the pretext for the recent riots, was due to rash speculators with insufficient capital; but the first large failure was hardly expected to be on this colossal scale.

AN American telegram says:—Chamberlain's reception since his return has been most remarkable. He entered London as a social star of the first magnitude. His invitations would enable him to eat as many dinners daily as there are hours in the day. He is the lion of every party. There are not many parties yet, but at each of these there are Mr. Chamberlain in the most eagerly coveted. He shone at Lady Cadogan's on Wednesday evening, one of the most fashionable of recent social events. The Devonshire Club dinner in his honor, fixed for April 9th, is a marked compliment. It is announced as non-political, Lord Granville taking the chair. The dinner and banquet is appointed for the 28th, and the Lord Mayor presides. Mr. Bright will attend and propose the toast "Our Kinsman," to which American and Canadian responses are expected. This gathering is also non-political. The American Minister was urged to be present at both, but was obliged to decline both invitations.

A BRISBANE telegram dated 9th inst. says:—Small-pox has developed amongst the passengers by the steamer *Taiwan*, who were quarantined at Thursday Island on the 26th of March last. The passengers had made several applications to be released, but were told they could not be permitted to leave until 21 days had expired. They then applied for permission to tranship to the *Chan Shi*, steamer for Port Darwin, their original destination. The Government replied that they might do so, provided the transhipment took place in quarantine and there was no communication with the shore. Shortly after this on Thursday last, Dr. Salter, health officer, visited Friday Island, and found a child of one passenger suffering from an eruptive disease, and ordered its isolation. On Saturday last Dr. Salter visited quarantine, and now found the child to be suffering from small-pox. He at once returned to Thursday Island and has since then refused to allow any Port Darwin passengers to leave the quarantine station.

Tax danger of dabbling in spiritualism is shown by the experience of Luther R. Marsh, a well-known lawyer of New York. He was so far gone in his infatuation that he accepted dabs by some impostors who as the work of the old mediums, and believed that he really had the spiritualized spirits of Raphael and others at work for his edification. Of course, a man in such mental condition fell an easy prey to an ingenious medium, and he decided to have no difficulty in establishing his lack of responsibility, as no court would sanction a claim of fraud at this. The vitality of spiritualism is something which experts come powerless to affect. The Sydney Commission report was conclusive as regards the ablest American mediums, and it found them one and all impostors. Yet crowds of people, eager to get any word from dear ones who have died, avail themselves of the impostors' promises and accept as genuine the rank impostors that ought not to deceive a twelve-year-old child. This popular delusion would be ludicrous if it were not made mournful by the wrecks of mind and body that follow its indulgence.

A LATE American telegram says:—The power which Germany has over Frederick III., he may at any time be incapacitated from wielding, and the leadership of Germany pass from one of the wisest and most prudent of men to a young prince, who has hitherto been known chiefly as the representative of passion and prejudice. The relations of Germany with all that is good in the world can be kept friendly only by a rare combination of desire and insight. Perhaps, indeed, it cannot possibly be maintained upon peaceful terms. The internal affairs of Germany are full of pitfalls; particularism is by no means dead. There are ambitious German princes who are not content with their own thrones. Emperor Frederick will go with him to the grave. The Government of Alsace is a thorny problem, which all the astuteness of Prince Bismarck has but complicated; the Poles in the East are a counterweight to the pretensions in the West. The Socialist legislation of the Chancellor has made a Liberal regime for years, and the well-known impossibility of the East, the most highly educated people in Europe are given over to the domination of military caste. These are some of the difficulties that beset the path of Emperor Frederick, and in facing these grave responsibilities he is terribly handicapped. Intelligent, upright, and conscientious, he enjoys the respect and affection of all who know him. If any man could steer Germany through the breakers that are assuredly ahead of her, it would be Emperor Frederick, but by what appears to be the cruelty of fate, the one man most needed has been for some months dangerously ill, and it is still an open question whether his recovery is possible.

It is stated that the Teesdale Iron and Engine Works Company (Limited) have secured an order for the construction of a complete blast-furnace plant, with all machinery, &c., for China. These will be the first blast-furnaces in the Celestial Empire, and the contract was secured in the face of severe competition.

GRANTEE has been called the skeleton of language; but it is well not to accept the definition too literally, and teach both grammar and anatomy to your pupils with. Here is the result as shown in a recent answer to an examination paper:—The human body is made up of the head, the thorax, and the abdomen. The head contains the brain, when there is any. The thorax contains the heart, lungs, and diaphragm. The abdomen contains the bowels, of which there are five—A, B, C, D, E, and sometimes W and Y.

A GENTLEMAN who was invited out to dine at a Delaware Avenue residence lately observed that the chandelier over the dining-room table was of peculiar construction, so that there was a light over the head of each guest. The globe was of various colors—some amber, some red, and some blue. "What is the object of having the globe of different colors?" the guest asked of his host. "Why, you see, said she, 'when we give a dinner or tea, one must invite some people whom one perfectly hates. Here is the list: I have a nephew, and I had to invite two women whom I despise. But I had to invite them, or some of the young men I wanted wouldn't come. I had my revenge on each of these two women under one of these colored shades, and actually glared at them. But finally one of them turned with a sigh and began talking to a real homely little thing that was sitting under a ruby-colored light. Why, she was perfectly charming under it. So you see that when I want people to look perfectly hideous I put them under the blue lights. It kills everything. The gentleman looked up. He was under a blue light.

A MODIST CLAIMS.—Gulam Murthuzah, late paikar in the 26th Regiment Madras Infantry, has served the British Government faithfully and well; but the British Government, in demanding him when no longer fit for service with a pension of only three rupees (or about 4s. 6d. a month) instead of seven rupees, which is alleged to be the customary pension of a soldier of his rank, has not, in his opinion, treated him with the consideration that is his due. In these circumstances Gulam Murthuzah has taken the decisive step of petitioning the British House of Commons in a document which bears every sign of being his own unaided composition. This gallant Mussulman reminds the British Legislature—which, with some vague idea, perhaps, of the representative character of the Speaker, he addresses as "your Excellency"—that he has sacrificed his life and soul, and also the health of his wife and six children, for the British Government, and has made the battle-field his home, serving the State faithfully as well as with interest and honesty, earning thereby a good character. Further, he declares in this curious document, which is published in the Appendix to the Report on Public Petitions of the House of Commons, that he has been overworked as much as they could not be expressed, and he prays "relief for himself and family from the pangs of hunger under which he is labouring." For which "act of kindness and benevolence," he concludes, "the British Legislature shall ever pray." Gulam Murthuzah's narrative of his service and wounds in Bengal during the Mutiny, and afterwards in Burma, is supported by documentary evidence and official testimony to his good conduct. His demands, however, as will have been observed, not extortionate. It is too much to hope that a busy Legislature will be able to spare a moment for the consideration of his modest claim.—*Daily News*.

Tax Times of India says:—Our correspondent at Teheran in a recent letter mentioned the fact that the Zili-Sultan, the second son of the Shah, had been honoured with the Grand Cordon of the Star of India by Her Majesty the Queen-Emress. This was a subject of great satisfaction to all Englishmen in Persia with whom that capable and energetic Prince is very popular. His Royal Highness is an able administrator, and a lover of justice, and he is credited with favouring English methods, and being imbued with a high sense of the value of British friendship. For some time past he had been Governor-General of Ispahan, which made him the administrator of several provinces comprising the half of Persia. When our correspondent wrote the Zili-Sultan was at the capital, and it was known that the insignia of the G.C.S.I. were on their way, and that the intention was that they should be presented to his Royal Highness as soon as they arrived. We now learn that the Russian Embassy took umbrage at this mark of favour on the part of the British Government, and it is believed in Teheran that powerful influence has been brought to bear upon the Persian Government, to the detriment of the Shah. It may be that it is certain that the Shah has been in need to deprive the Zili-Sultan of the Governorship of Ispahan, and that this step is due to the pressure brought to bear upon his Majesty by the Russian Embassy. It is the general belief amongst Persians. If this should turn out to be the case, the Russian Minister at the Persian Court will no doubt place himself upon having made patent the subservient position to which it is the purpose of Russia to reduce the Shah, while at the same time administering an affront to the British Government. In this connection a passage in Sir E. Hamley's speech in the House of Commons on March 13th, has a certain prophetic interest. So long as Persia was behind the Caspian, said that distinguished military authority, "Persia had no special reason to fear, but now, when she is engulfed and overwhelmed by this great Power by means of the railway which runs along the whole length of the northern border of Persia, we must expect that Persia will listen only to the dictates of her fears and her necessities." Sir Drummond Wolff, who is now on his way to Teheran, might have arrived there a little sooner. It was very ill-advised to leave the British Embassy at Teheran unattended for so long an interval, when it was perfectly well understood that Persia was about to be invaded by a hundred points, we must expect that Persia will listen only to the dictates of her fears and her necessities." Sir Drummond Wolff, who is now on his way to Teheran, might have arrived there a little sooner. 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U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco via Yokohama on WEDNESDAY, the 2nd day, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Genoa, and other ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco and return, \$200.00
To San Francisco and return, \$300.00
To Liverpool and return, \$350.00

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This discount does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, April 24, 1888. 665

Mails.

NORDDUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUER, PORT SAID,
TRIESTE, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK-
SEA & BALTIC PORTS.
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY the 9th day of May,
1888, at 4 p.m., the Company's
Steamship *BAIERN* Capt. R. SANDER,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m. Specie and parcels until 3
p.m. on the 8th May, 1888. (Parcels are
not to be sent on board; they must be
left at the Agent's Office). Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, April 14, 1888. 612

NOTICE.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUETTES POSTE FRANCAISES.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUER, PORT SAID,
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G. DE CHAMPEAUX,
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Hongkong, April 27, 1888. 681

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Hongkong, April 27, 1888. 681

Intimations.

THE CHINA REVIEW.

PUBLISHED—BI-MONTHLY.
TENTH YEAR.

THIS Review, which was intended to meet
the wants of many students of Chinese
caused by the discontinuance of *Notes and
Queries on China*, has reached its
fourteenth volume. The Review discusses
those topics which are uppermost in the
minds of students of the 'Far East', and
about which every intelligent person con-
nected with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
Mythology, Natural History, Antiquities,
Social Manners and Customs, etc., etc.,
of China, Japan, Mongolia, Tibet, and the
Far East generally. Recently a new de-
partment has been taken, and the Review now
discusses notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be made more generally
useful.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
literature on China etc., and to give
criticisms and sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works
to 'Editor, *China Review*, care of *China
Mail Office*.

The Notes and Queries are still continued
and form an important and interesting
feature of the Review, and are of great
value in diffusing among students know-
ledge on obscure points.

The Correspondents' column also affords
farther and greater facilities for the inter-
change of views and discussion of various
topics.

Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Im-
perial Customs, and Hongkong Services,
and also by the Missionary bodies among
whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the
regular contributors are: Drs. Chalmers,
Bridgman, and Hinchinbrooke; Messrs.
Legge, and Messrs. Balfour, Wattles, Stent,
Phillips, MacIntyre, Gros, Jamieson,
Parker, Kensch, Parker, Playfair, Giles,
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HONGKONG, April 14, 1888. 612

Intimations.

THE CHINA REVIEW.

PUBLISHED—BI-MONTHLY.
TENTH YEAR.

THIS Review, which was intended to meet
the wants of many students of Chinese
caused by the discontinuance of *Notes and
Queries on China*, has reached its
fourteenth volume. The Review discusses
those topics which are uppermost in the
minds of students of the 'Far East', and
about which every intelligent person con-
nected with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the
Harbour C.

Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section 7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section 12. From Naval Yard to Blue Buildings.
13. From Blue Buildings to East Point.
14. From East Point to Kowloon Island to North Point.
15. Kowloon Wharves.
16. Jardine's Wharf.

Section 17. From Naval Yard to Blue Buildings.
18. From Blue Buildings to East Point.
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